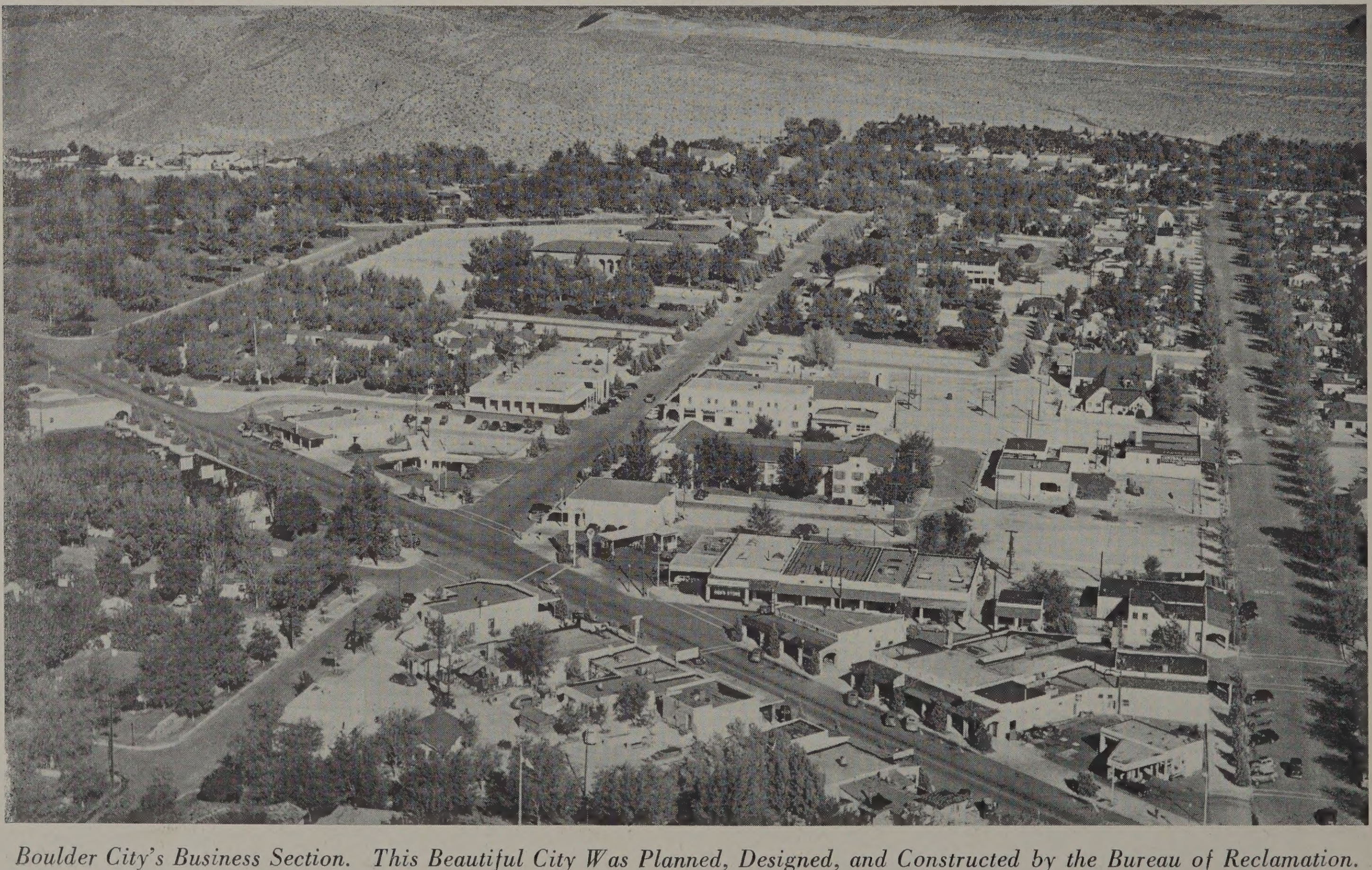
Nevada
HIGHWAYS and PARKS

From a Barren Desert to Lawns, Flowers, and Trees. Administration Building, Boulder Canyon Project, Boulder City, Nevada.



Boulder City's Business Section. This Beautiful City Was Planned, Designed, and Constructed by the Bureau of Reclamation.

NEVADA
HIGHWAYS *and* PARKS

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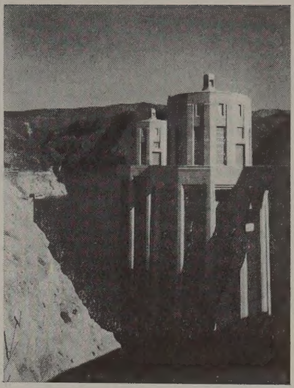
THE FRONT COVER

The picture, in color, shows a close-up view of two of the intake towers at Hoover (Boulder) Dam, on the Colorado River, between Nevada and Arizona. There are four of these towers, two on each side of the river. Through these, water from the river is directed against the turbines which, in sequence, turn the heavy shafts connected with the rotors of the huge generators in the power house. Power generated is used in industrial development in the Southwest.



NEVADA HIGHWAYS AND PARKS Magazine is published by the Nevada Department of Highways, in the State Printery at Carson City, and is issued for distribution, gratis, to persons interested in the present welfare and future development of Nevada. Nevada Department of Highways will be glad to mail a copy, or copies, upon request. NEVADA HIGHWAYS AND PARKS MAGAZINE IS NOT TO BE SOLD.

Rio Colorado's Planet-Old Habit Changed by a Dam

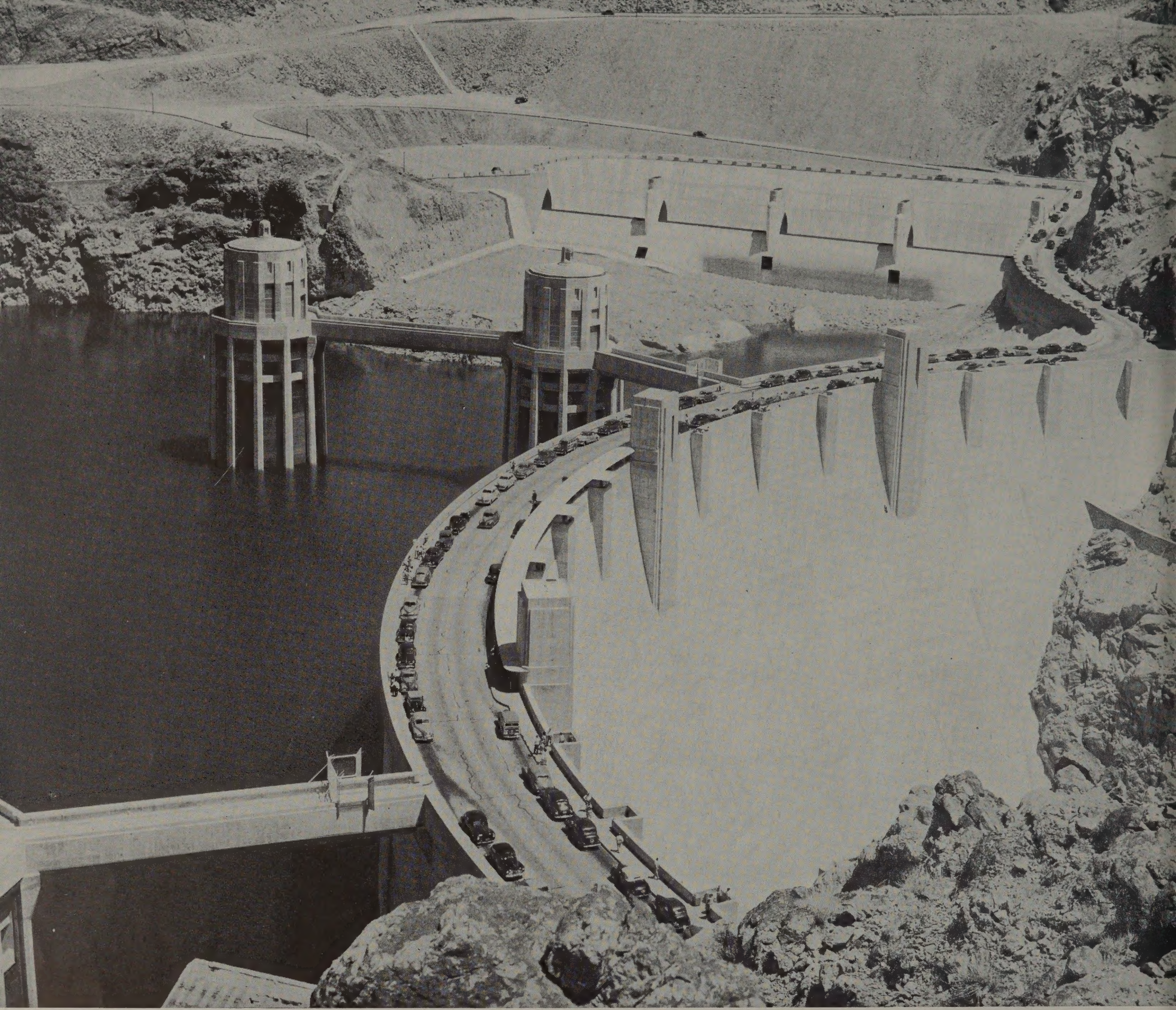
TORTURED by a restless spirit and wielding the power of a genie, the Colorado River labored and scoured through millions of years of time to design and fashion its present-day drainage basin before the puny, but persistent, efforts of mankind changed its planet-old habits. Through the cycle of development it has grown from a tiny, trickling rivulet into one of the world's famous and most treacherous rivers. From an unruly monster it has been altered into a docile giant performing wonders for modern civilization.

This grand and heretofore uncontrolled stream has its beginning nearly 1,400 miles above the place where it empties into the Gulf of California, in southwestern North America. Along the irregular, often meandering, north and south course, with its numerous tributaries, it carries great volumes of water gathered from seven western States, embracing parts of Wyoming, Utah, Colorado, Arizona, Nevada, New Mexico, and California, an area of more than a quarter million square miles.

Through all the seasons, but more particularly in the spring and summer, when melting snows in the upper watershed frequently bring down flood torrents, this mighty western American river keeps everlastingly at work, transporting soil, grinding and wearing, digging and filing rocks over which it rolls.

In the course of its journey this famous river has cut down through plateaus to carve deep canyons, and shaved off the earth's crust, layer after layer, wherever it flowed. In the wearing down process it exposed rock beds which had been victims of all the river's whims, and these now form the river's banks. It cut a path through broad flatlands, then left them high and dry, to mark the upper levels where its magnificent erosional process began. In comparatively recent years of the river's life span, when mankind came into the picture through exploration and settlement, and during the river's unchecked fury, the Colorado frequently overflowed its banks in the great, populated valleys along the lower reaches, and with one grand swoop of its torrential waters destroyed both man and his cultural works. During its wanderings on this earth the river's rasping waters have cut many gashes through seemingly impenetrable barriers to expose colossal canyons, one of which—the Grand Canyon of the Colorado, in the State of Arizona—has baffled man's conception of possibility. At the same time it left, at Grand Canyon, a story of the earth's history, carved indelibly in stone, which dates back, according to the learned men of science, hundreds of millions of years. For those who are able to read, and visualize, the exposed and inspiring lessons in stone, the story becomes intensely fascinating. No other natural phenomenon on the globe carries such significant meaning in its recording of vast changes on the earth's surface. It is one of the grandest examples of erosion and geological occurrence found anywhere in the world. Men of science, from everywhere, have come to view and study this great masterpiece of nature gashed into the earth's crust, and to learn the lessons which the exposed rocks have to tell. Mankind has benefited immeasurably, despite the river's destructive tendencies, through the interpretation of these lessons as displayed in the numerous layers—pages in the world's history—from rimrock down to the canyon floor.

Over the myriads of centuries since the great levelling work began, the Colorado lowered its running level for more than a mile, from top to bottom. It has dissolved, then transported unbelievable quantities of rock from its original site to far distant places, affecting primarily portions of Arizona, California, New Mexico, and Nevada. The river's power was despotic. Nothing could block its path; no one could stay its deluge. Colorado River was the Master!

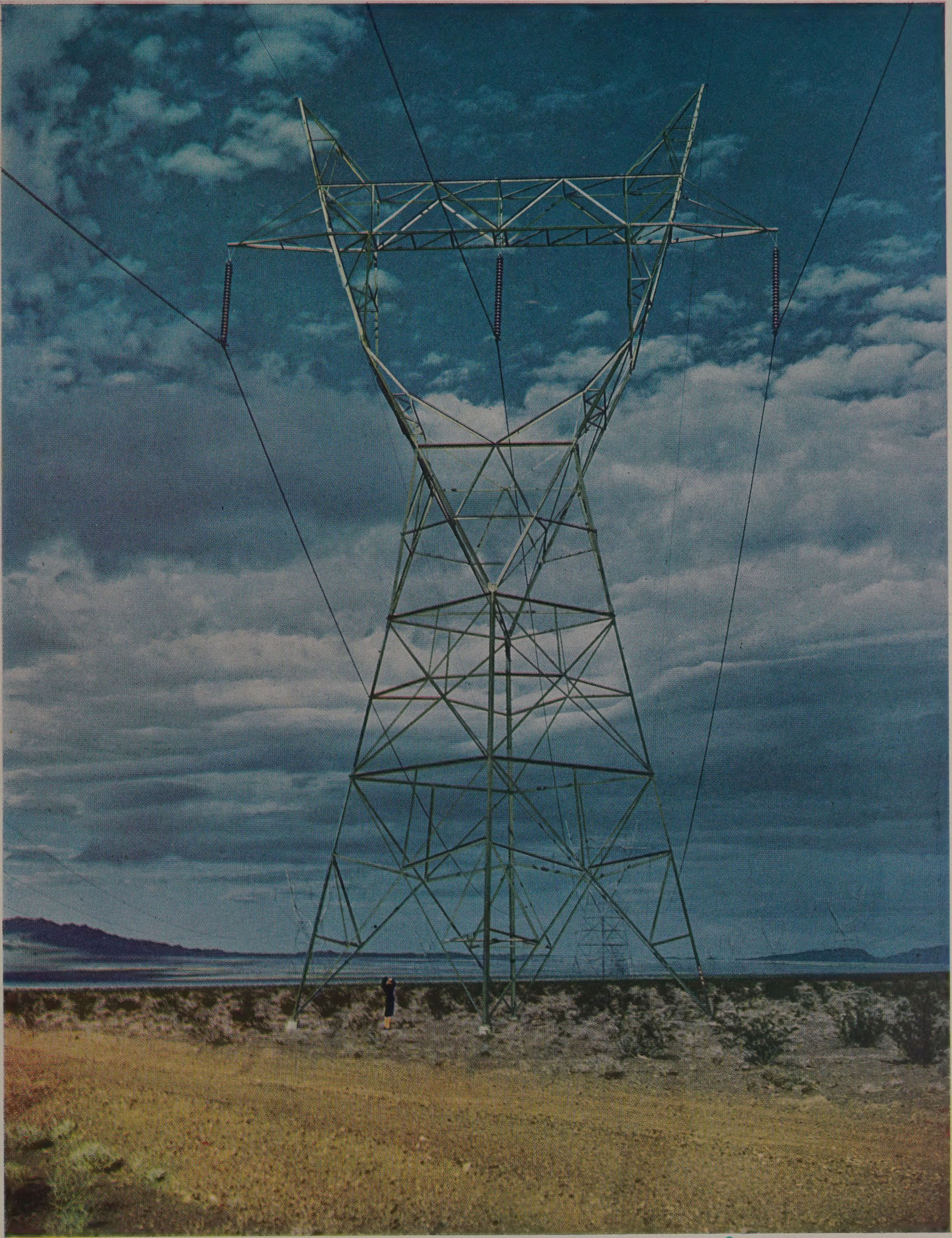


View of Hoover (Boulder) Dam's Topside Which Serves as a Roadway Joining Nevada and Arizona on Highway U S 93 and U S 466.

But in our times there came about a change. The river remained master only until man applied his God-given intelligence and efforts to dispute the river's tyrannical might. Master only until man brought his powers of reason and sense of vision, his knowledge of engineering, into use and evolved safe methods of control. Until man conceived and executed feasible and practical plans for stopping this instability, ole' man river had things his own way, and that way was one of destruction. Now the great river has been harnessed and put to work in a constructive capacity. Now the great river's power and energy has been directed to the benefit of mankind.

Rio Colorado has one notable peculiarity. Along its entire course, from source to outlet, there are no precipitate great falls, or sheer drops of water, such as we find at Minnehaha, Niagara, Narada, Multnomah, Snoqualmie, Yosemite, or Yellowstone. True, the river rapids are long, deep, rocky, foam-crested and treacherous, but the water does not spill, anywhere, suddenly over the brink to drop to great depths below in a splashing, seething, mist-hidden pool.

Huge boulders, broken off from the granite walls in the narrow defiles of the river, during the course of centuries, have formed dangerous obstructions to general navigation along many miles of its channel. Some of these huge boulders, securely wedged in place after centuries of constant buffeting by tremendous volumes of water traveling at great speed, are hidden during the flood stages, but become exposed during low water levels of the river's seasonal fluctuations. Behind these boulders, spinning whirlpools, and giant suck holes restlessly wait to drag down anything within reach. There are not many sand or pebble beaches, of any great length, along



Steel Towers of this Type Extend for 300 Miles Across the Southwestern Desert Country Carrying High Voltage Transmission Lines with Electrical Energy to Supply the Great Los Angeles Metropolitan Industrial Area.

Typical Group of Visitors Waiting for the Elevator which Lowers them 500 feet to the Generator Bay on the Nevada Side of the Dam.

its entire course, excepting in the comparatively few broadened stretches where small meadows may relieve the generally rugged terrain, or where some tributary pours its supplemental waters into the main stream.

Bleak, barren granite walls rise directly from the water line, in some places as much as 5,000 feet, and afford little chance for refuge or landing to anyone braving the river's tempestuous waters. Sudden changes of level resulting from heavy seasonal rains or rapidly melting mountain snows in the upper watershed are frequent. Pinched volumes of water rushing through the narrow and tortuous canyons, at breakneck speed, rise swiftly, often approximating 35 feet overnight, according to the records of those who have successfully navigated the stream in years gone by.

Under these conditions it is no wonder that navigation along the river's course was impossible, and that only a few men, in small craft, since the Colorado was discovered by Alarcon, a Spaniard, in 1540, have ever successfully journeyed down its path and run its full course, more particularly between Green River, Utah, and the Gulf of California.

But in spite of all these obstacles, the idea of a dam across the river, at some vulnerable spot, for decades had been uppermost in the minds of men who knew the river and its potentialities. The idea of damming the Colorado was a haunting dream, at first, and yet the dream was firmly rooted in the minds of men even before the immense possibilities of electric power generation were appreciated. The dream persisted, and ranged between a low, earthen structure, and a high concrete dam to stem the river's flow. The principal objective was for flood control and irrigation purposes.

History recites that Father Garces, a famous Spanish priest-explorer, in 1776, the year of the American Revolutionary War, fought the "great bore" at the mouth of the Colorado, where the tide of the Gulf of California meets the current of the river, and pressed his way upstream as far as, and into Black Canyon, where Hoover (Boulder) Dam, now stands.

In the same year Father Escalante, another Spanish padre, so far as records show, did not navigate the stream, but it is believed he did explore the upper Colorado and its tributaries, and reached Las Vegas.

Jedediah Strong Smith, one of the first pioneers to cross Nevada from west to east, passed through the country which is now Las Vegas on one of his journeys, and visited the river about the year 1825.

In May 1842, General John C. Fremont, noted soldier and explorer, accompanied by Kit (Christopher) Carson, whose name is so closely linked with the early explorations of Nevada, camped at Las Vegas. Other famous scouts and soldiers were in this party, and some of them visited the Colorado River.

William Mulholland, one of a crew of a little steamer which plied the river occasionally between Yuma, Arizona, and Fort Calville, near Boulder Canyon, on the Colorado, in the 1860's became interested in the possibilities of a high dam across the river for flood control and water storage to supply the rapidly increasing population of southern California. This movement, however, lacked the necessary urge, and consequently no action resulted. Years later, however, his vision, it has been declared, helped to educate the people of the southwest to the feasibility for building such a dam.

The pioneers and explorers were primarily interested in the settlement and development of the region lying adjacent to the river and the advantage to be derived therefrom.

Another type of pioneer and explorer is found in those intrepid adventurers who came down the river on its rushing currents to explore the canyons, note the mountains and meadows and give this information to the eagerly awaiting world. Prior to these efforts very little had been known about the Colorado River and its canyons.

Rio Colorado always has been a challenge to man. From the time of its discovery until the present day, adventuresome and courageous men and women have been flaunted by the treacherous rapids and cascades, the suck holes and the protruding rocks, the swift and dangerous floods of the river. The spirit of adventure, however, runs deep; as deep as the canyons themselves. The urge was great, and men decided to find out what lay between the 5,000-foot walls, in many places, confining the stream. So eventually men, either as individuals, or in parties, tried it and successfully navigated the stream from Wyoming to California. The number, however, is not large. Some started, but never finished. Their fate is unknown.

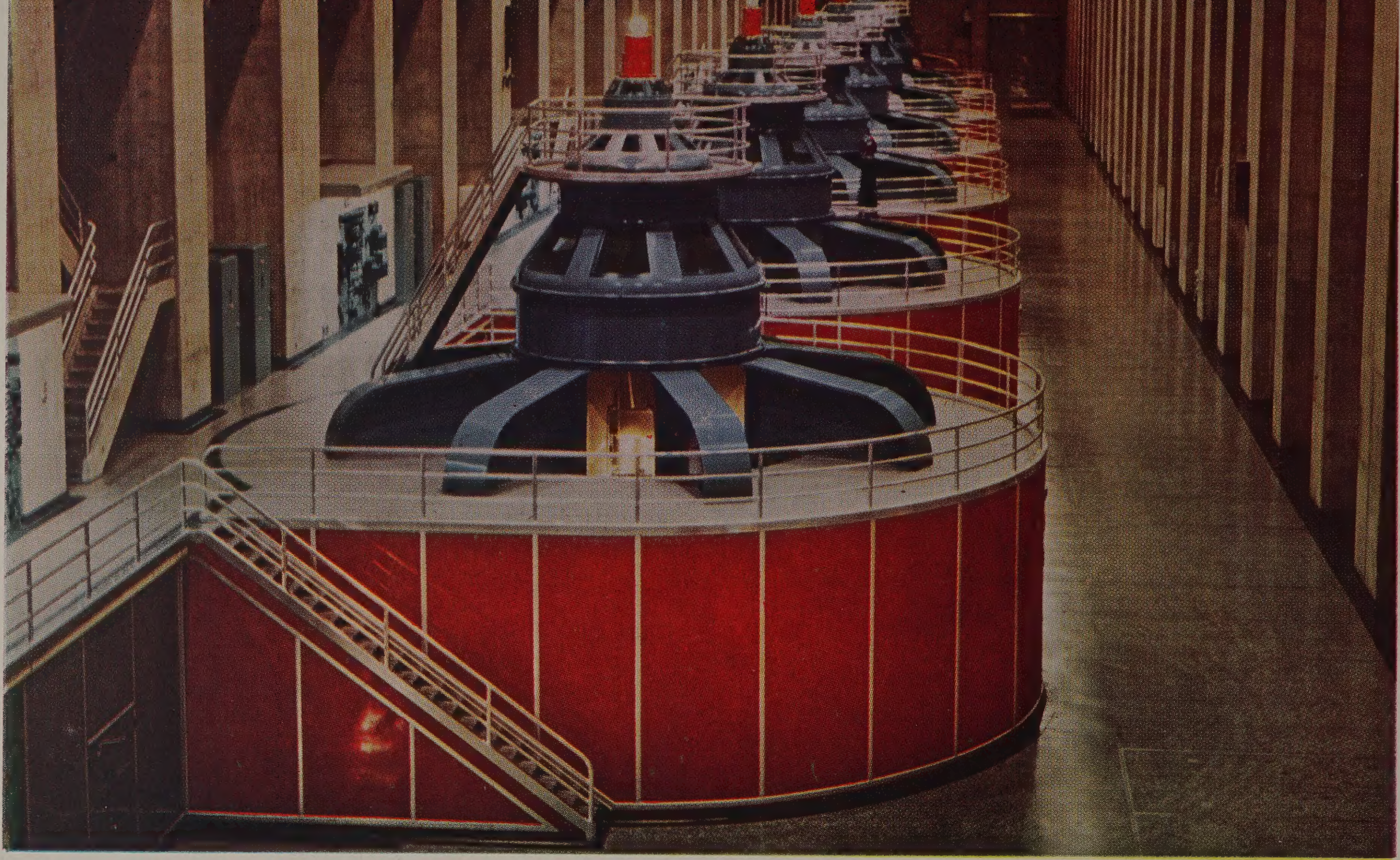
First of these men to venture down the surface of the river, according to available records, was James White, who was "reported" to have gone through the Grand Canyon on a raft. Little is known of this venture in 1867.

Two years later, in 1869, Major John Wesley Powell, an army officer, leading a party in four especially constructed flat boats, quite similar to the present-day small row boat, floated away from Green River, Wyoming, and navigated the treacherous stream to the mouth of the Virgin River, above Boulder Canyon. An outstanding feature of this voyage lies in the fact that Major Powell suffered a decided physical handicap, having but one arm. Furthermore he had no records of any kind with which to anticipate dangerous stretches along the river's course. In addition, Major Powell's thrilling story of this journey reveals how he, wearing a life preserver, strapped himself to a chair fastened to the deck of the lead boat, while racing over the foaming and treacherous waters through many of the rapids and canyons. The party had great difficulty with capsizing boats and these were salvaged only after thrilling experiences and struggles against the swirling currents.

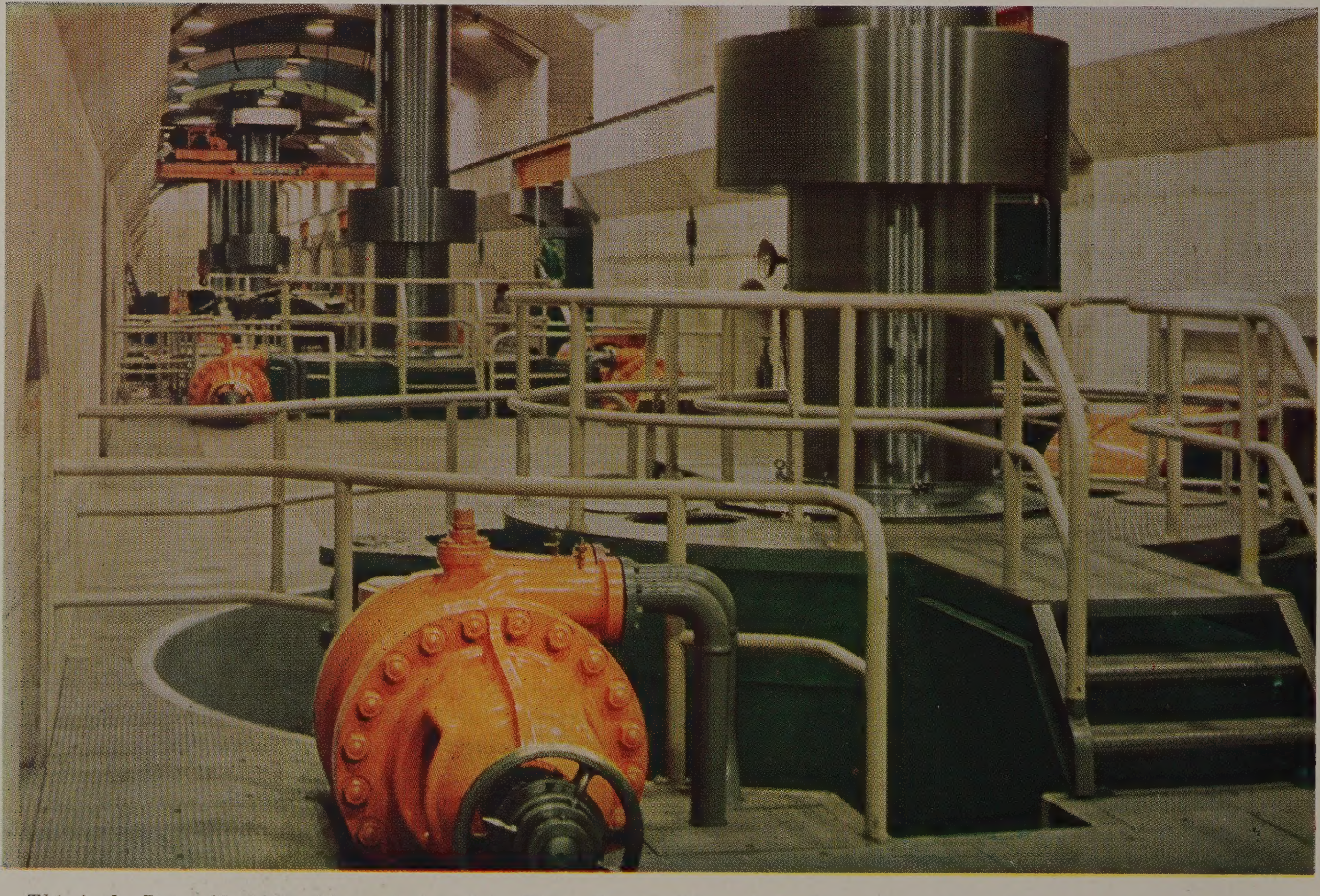
Since Major Powell's trip, several other expeditions have successfully navigated the river. In 1911–1912 the Kolb Brothers descended the Colorado from Green River, Wyoming, to Needles, California.

Others who made successful trips over the waters of this turbulent stream were Major Henry Dellenbaugh, who had

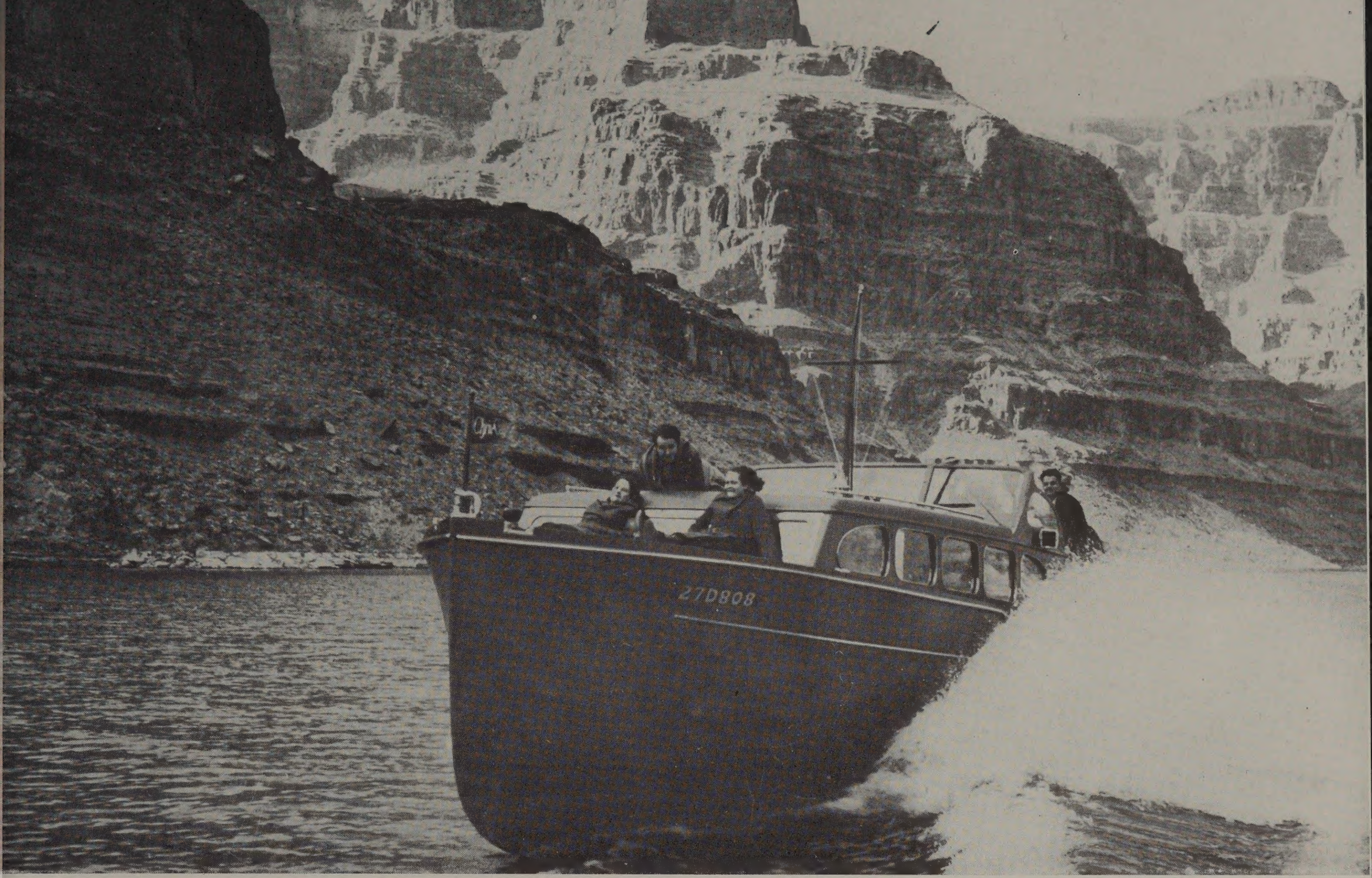
Boat Landing on Lake Mead at Hemenway Wash. Cruisers Leave Here on Scheduled Trips to Make the Journey up the Colorado.



Showing the Seven Huge Generators in the Nevada Bay of the Hoover (Boulder) Dam Powerhouse.



This is the Rotor Shaft Corridor. Activated by Water Passing Through Turbines, these Shafts Travel at About 180 r.p.m.



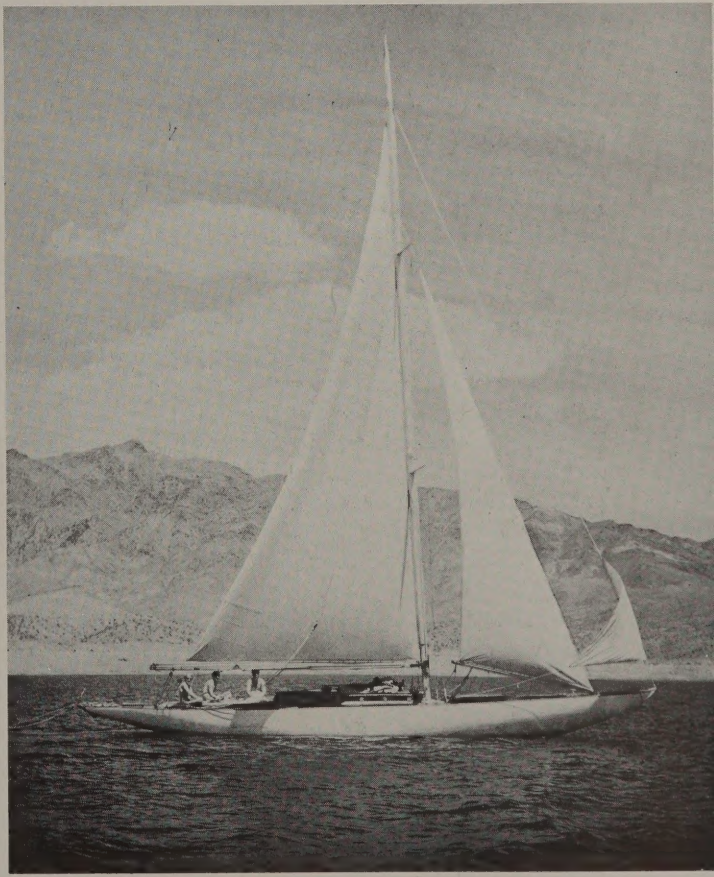
Gorgeous Scenery Awaits the Traveller who can now Journey up the Colorado, into the Lower End of Arizona's Grand Canyon Itself.

been with Powell; Clyde Eddy and his associates; and during 1923, C. H. Birdseye, with a United States geological survey crew, explored the canyons and made surveys. The Birdseye party had the unique distinction of being the first to get radio reception while camping along the river banks, in a canyon, completely isolated from the rest of the world. Reports concerning this feature indicate their radio reception, even with the old style sets, was very good. While in temporary camp at one of these natural rocky cuts they received, by radio, the news of the death of President Harding in San Francisco.

Within the past few years, Neville and his party made several successful trips down the river, one of which included the first woman to go through the gorges by boat. They successfully rode the waters and terminated the journey at the boat landing, near Hemenway Wash, on Lake Mead.

Colorado River is famous for its behavior and treachery. Fed by the great fields of melting snow in the northern watershed, great volumes of water pass down its tortuous course during the spring and early summer. These waters rush headlong in flood until the basin is empty, then the river recedes and resolves itself into a quiet, docile stream. During those floods the river used to run wild, and in some years inflicted great damage to towns and cities along the lower course.

One such outstanding incident occurred during the administration of President Theodore Roosevelt. The Colorado went on a rampage, broke its control banks, and flowed back



Sails Have Come to the Desert Since Lake Mead Was Created.

A Cloudburst Vents Its Fury on the Southern Nevada Desert Near Vegas Wash, an Arm of Lake Mead, on the Colorado.

into the Salton Sea, an old channel way, in southeastern California. Lives and homes of thousands of persons were threatened at the time, and thousands of acres of rich agricultural lands in the great Imperial Valley of California were flooded. Only through heroic and strenuous efforts of the Federal Government, aided by the Southern Pacific Company, were the waters checked and confined to the established channel.

Occurrence of yearly floods did much damage to lands under cultivation while water wastage proved a detriment to agricultural endeavor. Following floods the river would reach low levels and carry insufficient water for irrigation needs. The necessity for a dam to control Colorado River waters, as well as the possibility for electric power generation, and in the more recent years, the advantage of a large established recreational area became more and more pronounced. This idea was conceived, then matured into a world's wonderful achievement.

In 1902 President Theodore Roosevelt signed the Reclamation Act, which opened the door for future development of the Colorado River and its possibilities. Soon afterward reclamation engineers made investigations and reports on control and utilization of the river. This work required considerable time, extending through the years from 1902 to 1918.

In 1918 Mr. Arthur P. Davis, Reclamation Director and Chief Engineer conceived a plan for the control of the Colorado River by the construction of a dam of unprecedented height in Boulder Canyon. This plan was given serious consideration for its feasibility and work progressed with that type of dam in view. Later, however, the site for the dam was changed from Boulder Canyon to Black Canyon.

To facilitate the work, the seven southwestern States initiated the Colorado River Compact, at Santa Fe, New Mexico, on November 24, 1922.

When matters were thoroughly discussed and digested by representatives of the seven affected States, the Bureau of Reclamation recommended the construction of the Boulder Canyon project in its report on the Colorado River in 1924. Four years later, in 1928, the Colorado River board reported favorably on the feasibility of the plan and it was legislatively authorized through the passage of the Boulder Canyon Project Act, as introduced by Senator Hiram W. Johnson, of California, in the Senate, and Representative Swing, in the House of Representatives. This bill, called the Swing-Johnson Bill, was signed by the President on December 21, 1928.

The project, one of gigantic proportions, and by some skeptics heralded as impossible, was begun and carried through to its completion. On March 4, 1931, the Bureau of Reclama-

Phil Harris, and a Party of Hollywood Radio and Moving Picture Stars, Enjoy the Fishing on Lake Mead from the Aft Deck of a Cabin Cruiser.

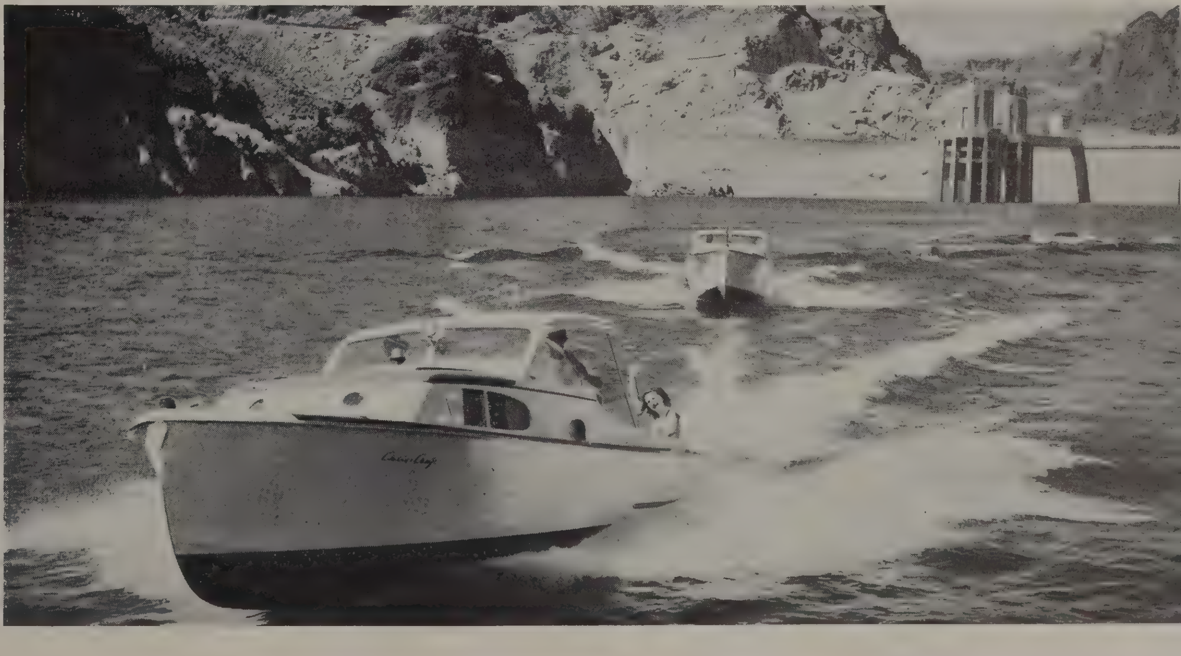
tion at Washington opened bids for construction of Boulder dam and powerhouses, and contracts were awarded to Six Companiés, Inc. The work actually started on March 11, 1931.

From that date the work was carried forward, with dispatch, until its completion. On October 22, 1936, the dam and its accessories were so far advanced in its construction progress that the first generator was put in motion for supplying electrical power to be used at the dam, and also in the immediate vicinity. The last concrete was poured into the gigantic structure on May 29, 1935, and this brought to a realization a dream which men of the West had entertained for years. It was a dream the realization of which was to benefit immeasurably the future development of the great southwestern portion of the United States of America.

While power generation at first was a secondary consideration, this phase of the project has become one of prime importance. Flood prevention and irrigation phases have simultaneously come into being with the completion of the

These are the Kind of Fish you Catch in the Lake.

** * * Speed Boats Rush Through the Placid Lake Mead Waters to Stir up a Foaming Wake, and Bring Thrills to Water Sports Lovers.*



On the Shores of Lake Mead, Overton, Nevada, is Developing its Important Boat Harbor and Fishing Docks.

structure, and floods which brought so much destruction to persons and property along the lower Colorado River region are now things of the past.

Man has reversed the order. He has tamed the swirling currents, conquered the tremendous forces and harnessed the limitless energy. Now this grand and fearful giant is strapped securely to a mountain of concrete and steel and henceforth the river will create power to turn factory wheels, supply water for fields of growing crops, produce energy which is used to dig nature's treasures from the earth, and nourish plants and vegetation which sustains man's very life.

Man's ingenuity and labor, with cement, rock, and sand, steel, and timber, and modern machinery, in less than ten years changed the habits of a river which took millions of years in the forming.

Man has built Hoover (Boulder) Dam. Man is now the Master!

For more than ten years now, the dam has functioned successfully in every respect. With its completion an amazing change has come about on the southern Nevada desert. The change has turned a desolate stretch of wasteland into an area having far-reaching possibilities for manufacture, agriculture, and recreation.

Thousands of ranchers in extensive valleys, notably the great Imperial Valley of California, below the dam are now provided with a steady and trustworthy supply of water for the irrigation upon which they rely for their bounteous crops. The domestic water supply of 13 cities is also taken care of by this gigantic project.

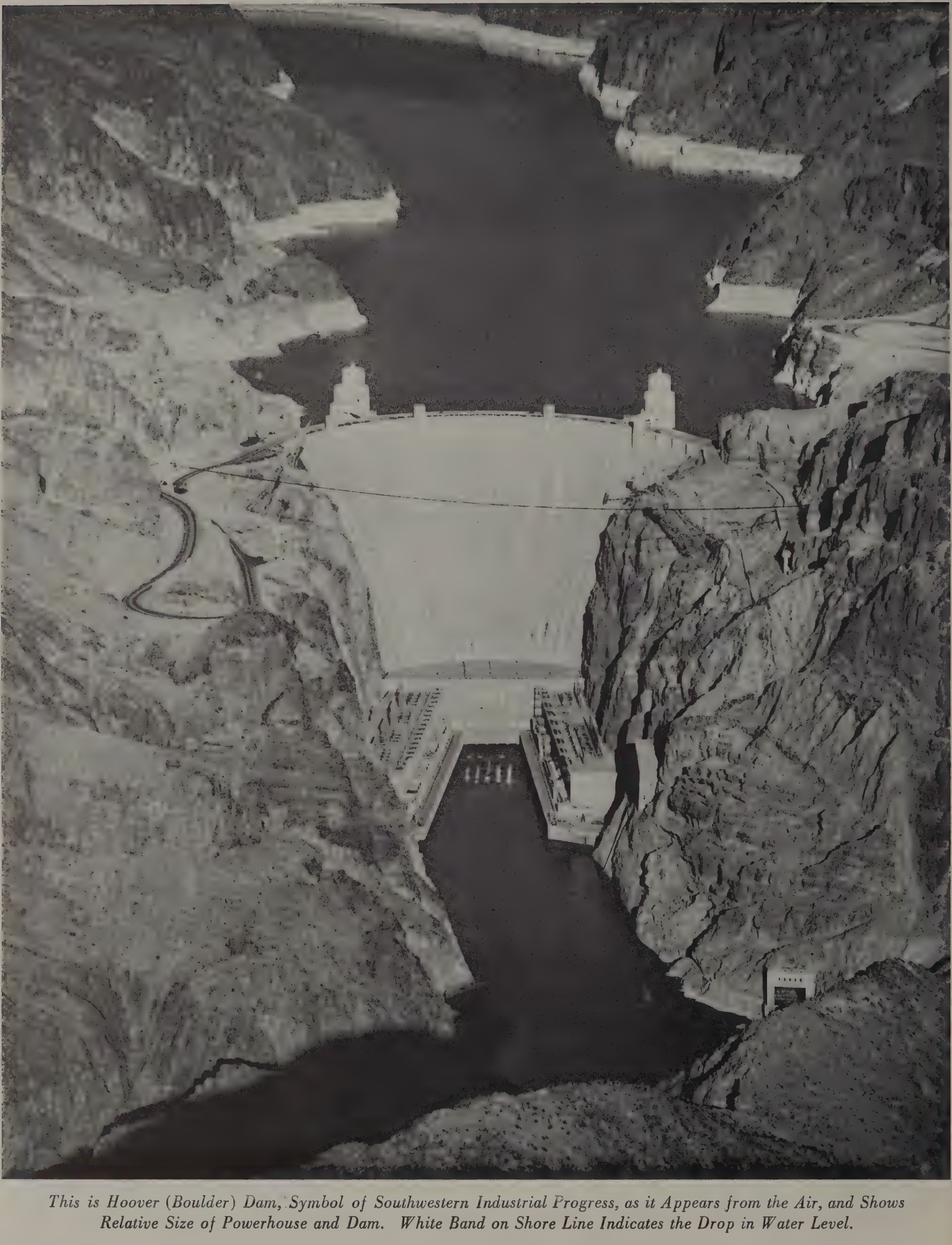
In addition to land already using controlled Colorado River waters in the southwest, much land in Nevada, suitable for agricultural purposes adapted to a mild climate with an assured water supply, becomes accessible for cultivation. Much of this land lies in the region adjacent to Las Vegas and Boulder City. This land awaits only the bringing of water through engineering methods. The engineering problems, it is admitted, are extremely difficult, but are expected to be solved in the future.

Citizens in the Hoover (Boulder) Dam area have been more alert in their realization of the possibilities of low-cost power generated and made available at the dam. Electric power going out of the 15 large and 2 small generators, with a plant capacity of 1,835,000 horsepower, has introduced an era of economic activity which the older inhabitants of the region had not dared to predict. This hydroelectric power is now available for use in processing plants relating to mines, wool, chemicals, and various other uses. Stretching away from the powerhouse at the dam, strung on massive steel towers (some hugging the canyon walls at precarious angles), transmission lines carry great volumes of electrical energy to many parts of the southwest, principally to the Los Angeles metropolitan areas. These steel towers, in rows, parade across the southern Nevada desert country and into California for nearly 300 miles to bring the vital kilowatts into southern California regions.

Nevada is likewise enjoying the benefits of the power generated at the dam. Ten years ago, shortly after the dam was completed and the first generator units started, the first major project for our State was that which supplies the towns of Caliente, Pioche, and Panaca, 300 miles northeast of Hoover (Boulder) Dam. In that progressive Nevada district some of the largest zinc, lead, copper, and silver ore deposits in

A Southern Nevada Miss, in Red, Gazes Over the Blue Waters of a Dream Realized—Lake Mead.

Fishing in the Modern Way on Lake Mead. This Amphibian Has Its Land Base at Boulder City.



This is Hoover (Boulder) Dam, Symbol of Southwestern Industrial Progress, as it Appears from the Air, and Shows Relative Size of Powerhouse and Dam. White Band on Shore Line Indicates the Drop in Water Level.

the world have been disclosed in recent years. The power from the dam not only provides an ample supply for the mines, but has given the towns in that region a plentiful supply for the city and home use at a much lower cost to the consumer than was previously possible.

Paralleling its flood prevention function and generation of low-cost power, Hoover (Boulder) Dam has created a new recreational area of far-reaching importance.

Boating, fishing, and water sports of all kinds have come to a desert country with this strange transition. At the same time a waterway for scenic wanderings in and around the Grand Canyon of the Colorado—a national park area in Arizona—which had been heretofore inaccessible by water, have been made possible to the general public. And this all was brought about because the artificially produced body of water called Lake Mead has been poured, literally, into the lap of the desert. This magic transition of turning the desert into a huge water resort for recreational minded citizens and tourists has been one of the outstanding by-products of the Hoover (Boulder) Dam achievement. It brings double benefits to Nevada, because most of the boats plying between Lake Mead and the Grand Canyon leave the Nevada shores at Hemenway Wash, Vegas Wash, or Overton Pier, which are all readily accessible by paved highways.

Navigation is now possible through the magnificent canyons to a distance of 115 miles above the dam, and far into the Grand Canyon itself. There's a night stop-over station at Pierce's Ferry which adds to the attractiveness of a river trip.

During the ten years since the dam has been completed, the citizens of southern Nevada have taken advantage of every opportunity to establish adequate boat landings, fishing accommodations, swimming facilities, and camping grounds.

That Hoover (Boulder) Dam and its accessory recreational units have been successful as tourist attractions is attested to by the fact that more than 2,000,000 persons have already visited and inspected the dam and its surrounding works since the first power unit was put in operation back in 1936. This record prevails, in spite of the fact that during the war years, 1941–1945, the dam was closed to all visitors.

As a fisherman's paradise Lake Mead has few equals and it already rivals the most popular national parks as a tourist's and sportsman's attraction. As a wild fowl refuge the lake assumes new importance, since it is on one of the major migration fly-ways and offers a haven for waterfowl in a vast area where none previously existed. The achievement of Hoover (Boulder) Dam runs the scale in the field of water conservation from flood control to provision of a valuable wild waterfowl refuge. In regulating the treacherous Colorado River, the dam has changed its character entirely for 565 miles from the lower end of Grand Canyon to the river's mouth at the northern tip of the Gulf of California.

The dam traps the muddy, silt-laden waters which pour through the Grand Canyon and releases them settled and clear. Furthermore, Hoover (Boulder) Dam has made possible the generation of 1,835,000 horsepower of electric energy, sold under contracts, which will return its entire cost to the Federal Government and create a surplus in 50 years.

If you are statistical minded, struggle with these figures for a minute or two; you will find them enlightening.

Hoover (Boulder) Dam is 726.4 feet high; its crest is 1,244 feet long. U S Highways 93 and U S 466 form the travel portion of the top of the dam.

At the top Hoover (Boulder) Dam is 45 feet thick; at the bottom it is 660 feet thick.

Concrete content of the dam, 3,250,000 cubic yards.

Lake Mead is 115 miles long; its capacity is 30,500,000 acre-feet.

Flood control reserve 9,500,000 acre-feet.

Maximum depth 589 feet; Lake Mead covers 146,500 acres.

Power plant capacity 1,835,000 horsepower.

Generators at capacity, 15 large; 2 small.

Capacity of large generators 82,500 kva.; capacity of small generators 40,000 kva.

Large turbines number 15, each of 115,000 horsepower.

Small turbines number 2, each of 55,000 horsepower.

Spillways number 2. Capacity of each is 200,000 cubic-feet a second.

Drum gates each measure 100 by 16 feet.

Spillway tunnels number 2. Diameter of each is 50 feet.

Intake towers are 395 feet high.

Diameter of each is 75 feet.

Capacity of outlets 90,000 cu. ft. a second.

Excavation totalled 6,480,000 cubic yards.

Steel and metal used 96,000,000 pounds.

Valves, gates, hoists, 33,000,000 pounds.

Steel in penstocks 89,000,000 pounds.

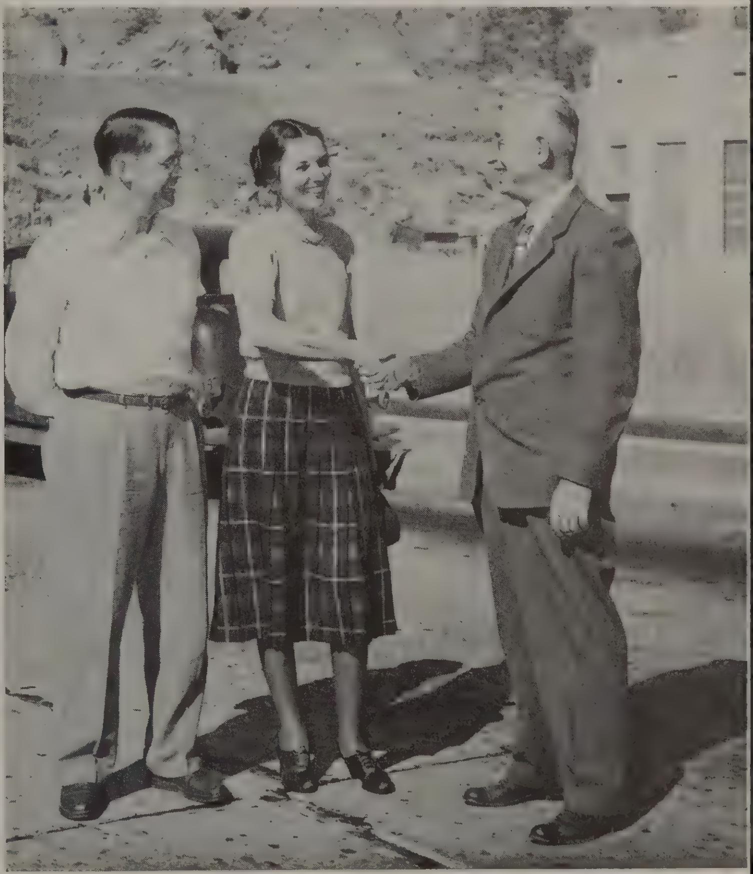
Total concrete 4,360,000 cubic yards.

Hoover (Boulder) Dam is the world's highest dam.

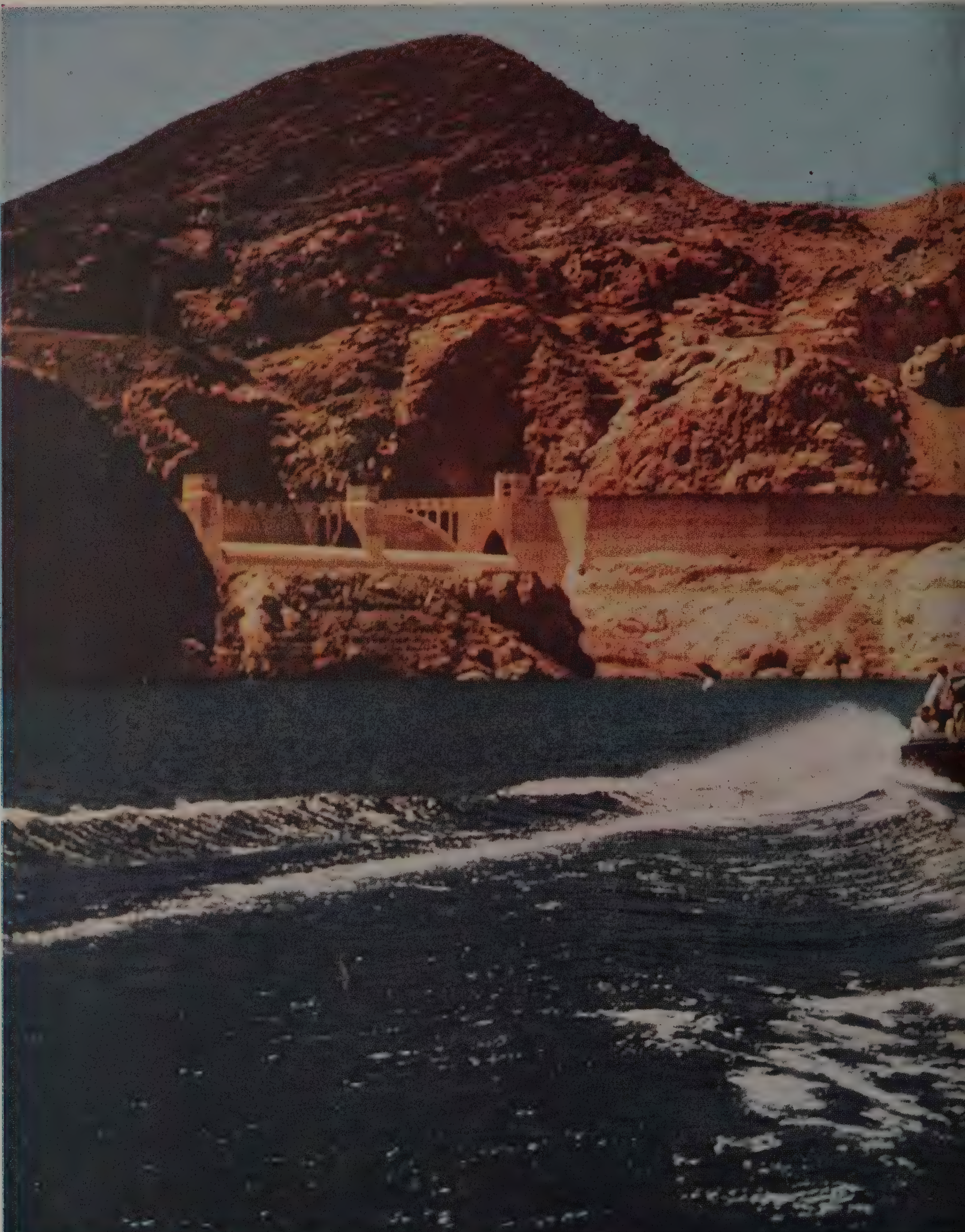
Lake Mead is the world's largest reservoir.

Elevators descend from the dam's crest, 528 feet, equal to a 44 story building.

Maximum water pressure on the dam's base is 45,000 pounds per square foot.



Mrs. John L. Colloday, Corona, California, is Being Congratulated by C. P. Christensen, Director of Power for the Boulde Canyon Project, Upon Being Visitor No. 376,405 in 1947.



Constructing Hoover (Boulder) Dam Across the Colorado, in Black Canyon, Has Impounded an Immense Water Poo

hich Brought to the Folks of the Nevada and Arizona Desert Country a New Conception of Water Recreational Sports.

Storm Clouds Hovering Over the Crest of Mount Rose, Near Reno and Carson City, Means More Snow for Winter Sports.

Junior High School Students, of Reno, Ready for a Glide Over the Winter Wonderland.

In Charleston Park, Clark County, Old Man Winter Has Laid Down a Barrage of New Snow to Make an Ideal Playground.

Nevada Is Rapidly Becoming a Winter Sports Mecca

NEVADA folks have gone in for winter sports in a big way, and when one seeks the incentive for this extraordinary change of human winter habit, from a comparatively few years ago, it is not hard to find. This exhilarating outdoor recreational activity during the winter season has every opportunity in this State to maintain a widely popular status and to expand beyond its present limitations.

During the past ten years winter sports in the Pacific Coastal area have developed, with automobiles and good roads, from a small beginning to a popular giant in measure, and have captured the fancy of outdoor sports lovers, young and old, who have rebelled at the thought of being forced to remain indoors during the long dreary days of winter.

Nevadans of all ages have always lived and loved the outdoor life during the more favorable summer season. They spend as much time as possible in the open, in their leisure hours, getting sun tans, going fishing, swimming, picknicking, prospecting, or seeking rest and recreation in the nearby mountains, forests and semidesert areas. During the warm season the woods, the lakes, the streams, and the mountains beckon one and all. Resistance breaks down easily and folks will travel to many places to enjoy the pleasant outdoors.

Winter is different. Or at least it was different up to a few years ago. Time was when winter heralded its arrival with the first flakes of snow of the season, usually in late November or early December. As soon as this came to pass folks began wrapping themselves up in moth balls and woolen blankets, got out their rubbers to prevent their feet getting wet, and hugged the big-bellied stove to keep warm, and were reluctantly satisfied to stay inside during their leisure hours. A variety of interesting, although nonviolent, indoor amusements became the popular diversion and, ordinarily, was adequate to wile away many hours of the winter days. Winters in those times were long, or at least they seemed long. Nevertheless, winters had a habit of creeping by, in due time, after everyone waited impatiently for the first sign of a crocus to poke its head above the cold ground.

The exact year in which the notable changes became conspicuous would be hard to determine. The process of transition has been coming on gradually but persistently.

It's hard to keep Nevada folks indoors now, even in the winter time. No matter how cold it may get, or how severe the storm, they want to be outside and active during the daylight hours of leisure, and in a common chorus they sing that popular refrain "let it snow, let it snow, let it snow." Folks want to get out into the storm and experience the exhilaration which comes with healthful exercise in the frosty atmosphere.

Of course the younger folks are more enthusiastic about these winter sports, but it is surprising how many of the oldsters wrap themselves up in woolens—not forgetting the Christmas muffler—and drive out to the ski runs, the toboggan slides, indulge in hot dogs and cokes, and find plenty of enjoyment in the winter wonderland. Evidently the sport has been contagious for the older folks recognize the delights and pleasures of healthful exercise in the winter atmosphere, and if they don't participate themselves, they enjoy watching their

"Slushers" Waiting in Line for Their Turn at the Mechanical Tow Which Carries Them to the Top of the Ski Course.

Ample Accommodations are Now Available at All the Winter Sports Bowls. This is Sky Tavern, in the Mount Rose Area.

These Nevada Young Women Reflect the Picture of Health, Youthful Vigor, and Beauty in Their Skiing Costumes.

offspring go through happy—albeit sometimes awkward—gyrations of skiing down a steep hillside, or gliding at high speed over the set courses of the winter sports grounds.

Take a good sized mountain, the sides of which are not too steep and too much obstructed with trees, in a locality close to a town or city, build a good road to the upper levels, pray to the Lord for a deep snow, get it, and one has all that is required to make a first-class winter sports area. Those, of course, are the fundamentals. Many of the more popular places have a lot of extras thrown in to make the journey and the outing more interesting and enjoyable. Such things as mechanical ski tows, or lifts, warm shelter huts, good food establishments, a crackling fire in the open, congenial companions, and plenty of good music all help to make the trip to the snowfields a pleasant and successful one.

Nevada has all of these ingredients which are readily accessible from almost every town or village, and during the past ten years the folks of our State have seen the opportunities, and taken advantage of them, to increase the number of spots and to improve conditions of those already existing for winter sports and recreation. Winter sports, in fact, have stirred up such an enthusiasm that the least provocation will impel folks to travel, sometimes many miles, to the mountains or the forests, for a day's outing or perhaps a week-end trip. It's getting to be a very common sight, during Nevada winter days, to see automobiles, of all descriptions, rolling along the paved highways with three or four sets of skis strapped to the top of the car, headed for some favorite ski run, or mountain slope.

The zest for winter sports came to pass in something like this fashion. At first the fans picked out a good sized hill—almost any hill—and used it for their sliding, or sledding, and some brave soul tried out the barrel stave as a differing method. Then the skis, the more finished ones, were adopted and the movement got off to a good start. The idea spread rapidly, and then some effort was used to put the more favorable spots into proper condition. The accessories soon followed. The fad became well organized, places for winter sports were carefully selected and kept in tip-top condition, and shelter houses provided. In fact, elaborate set-ups appeared all over the Sierra Nevada Mountains, in both Nevada and California, once the sport became fixed, and now those interested in the winter outdoors assemble and enjoy themselves to the fullest in this form of healthful recreation.

At first we had only the sliding hill, but the sport soon developed and before long we had to resort to bowls. Now we've got the Sugar Bowl, the Snow Bowl, the Cisco Bowl, the Blue Canyon Bowl, the Mount Rose Bowl, the Spooners Bowl, the Timberline Bowl, and the White Hills to select from, and wherever there's a bowl, there's also a Lodge or Inn which can well take care of all the sportsman's physical needs.

Nevada is favored with innumerable places to conduct winter sports, particularly skiing. And that, by the way, has become the most popular of all of the outdoor diversions. Tobogganing has not yet captured the fancy of the fans to any great extent, and skating is indulged in to a limited measure on the city ponds and lakes and the rivers, but everyone who goes to the bowls, or to the mountain meadows, carries the inevitable pair of skis. Cutting shallow ruts in deep snows with narrow slats of wood—some of the newer type are masterpieces of the craftsman's art—while racing down mountain slopes at breakneck speed is considered the supreme in winter sporting venture. Whether you are a novice, or an expert, there's plenty of room on the mountain side for your type of skiing, and the chances are you'll find many more there who are just as inexpert as you are. In any event, there's lots of fun and you'll enjoy the sport, even the spills.

There are times, however, when the art of skiing proves itself as a valuable asset in emergencies, particularly in the isolated mountain districts of this western country. Skis have served the rugged westerners in this two-fold measure for many years.

Ever since John A. "Snowshoe" Thompson, won fame by regularly carrying the U. S. mail across deep snows of the Sierra Nevada Mountains in western Nevada and eastern California during the early days of the State's history, when no other type of conveyance could get through, skiing has gradually increased in its popularity.

Thompson was outstanding in his class. He was one of the best known of the early experts. He lived near Genoa, Nevada's first permanent settlement, during the time when the Comstock mining boom was in its first full stride in the late 1860's. When heavy winter snows blocked mountain roads and trails against the usual modes of travel from this famous camp into California, the mail, according to the age-old tradition, "must and did go through."

Utilizing the wooden blades, which he secured to his heavy boots, as a means of easier travel, Thompson packed the mail on his back, and, despite storms and cold, he traveled across the mountains, through heavy forests, deep snow fields in the broad valleys to faithfully deliver his precious burden. He got through on skis (they were called snowshoes at the time, and likely as not some of his early contraptions were made from barrel staves), where other means had failed and the mail was delivered. Thompson not only carried the mail through alone in good time, but like the proverbial sailor who goes for a boat ride on his day of shore leave, he pursued skiing as a sport. Historical records show that ski jumps of 80 feet or more were made by this expert in the western Nevada country in competitive meets. He was one of the greatest skiers in the west during pioneer days.

Part of the White Hills Ski Course, with the Mechanical Tow, at Spooners Meadows, near Carson City, Gardnerville, and Minden.

Entry Number Five, Mature in Years But Youthful in Spirit, Is Ready to Start the Strenuous Run of the Four-Mile Ski Race.

But Thompson was not the only one who resorted to the crudely fashioned ski runners for utility purposes. Many cases are on record in Nevada history where men and women, isolated in lonely mountain mining camps by heavy snows and with the camp's food supply running dangerously low, were called upon for heroic services. Using ski runners to serve in the emergencies, these men and women would leave the snow-blocked community, go "outside" to nearby towns, secure food, pack it on their backs and backtrack over their own trails to relieve the distress of their home camp. Many an unsung hero on skis, during the early days, packed a near quarter of beef, a sack of flour, or a bag of potatoes for many miles to replenish a rapidly dwindling camp commissary.

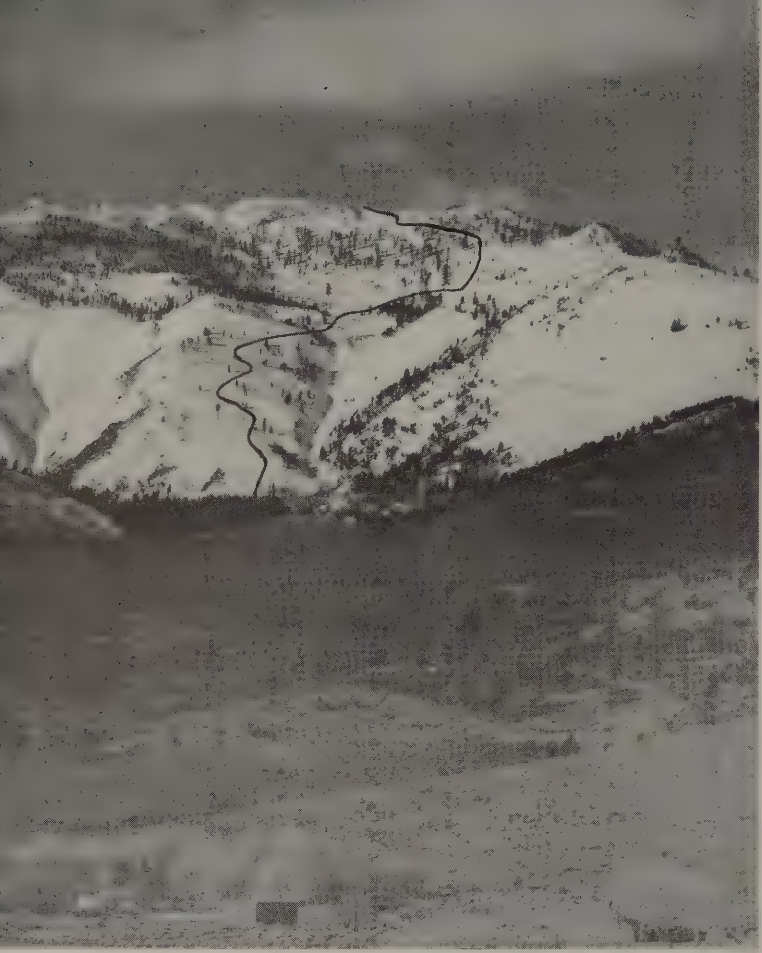
Almost each winter incidents are disclosed which prove, beyond any doubt, that the ski blade as a practical means of travel over deep snows has not lost its usefulness. Just a few years ago, in the Lake Tahoe region of western Nevada, an unusual case was reported. A skier, in an emergency, made his own trail through forests and across high peaks, for 12 miles over deep snows to Spooner's Junction, near Carson City. The road had been cleared to the junction from Carson City after an exceedingly heavy snow storm, and by previous telephone communication a supply of necessary foodstuffs was sent to meet the skier. With this load of over 75 pounds adjusted on his back, the snowbound Lake Tahoe resident struck out across the trail in the late afternoon and covered the homeward stretch of 12 miles without difficulty.

With favorable conditions in the mountainous regions of the State, it is not strange then, that this affection should so completely grip Nevada. The reasons are quite clear. Easy access to deep snows on the mountains near cities and towns is a prime inducement. Highways are now kept clear to the more important ski grounds, and favorable winter weather conditions prevail, normally, for at least three months after the first of the year. Added to this, suitable slopes and mountain meadows, are handy for both novice and expert.

As a result practically the entire population of the State accepts the coming of "Old Man Winter" with anticipation rather than with a feeling of foreboding. The snow-covered mountains of the Sierra Nevadas, particularly, are truly a winter wonderland.

Normally, snows in Nevada's mountains come deep and the quality, more specifically in the upper places, is best for skiing purposes. Fluffy, powdery snow retains its fine texture for weeks on end. In some years the snows arrive early in November and remain on the ground until late June. Snows three to four feet deep are common, while in some places it will reach 10 to 12 feet.

Men and women of all ages go to the snow sports grounds to participate in this invigorating outdoor recreation. The more venturesome and expert seek speed on the ski lanes, or strike out on cross-country jaunts, while the novice may at first be satisfied to pick out a gently sloping hill and try his luck on the wooden blades. As progress is made, higher and longer hills are tackled, and if there are not too many spills to shake the confidence, the bigger hills are also conquered. On week-ends especially, the various courses adjacent to the Nevada towns accommodate hundreds of warmly dressed sports fans revelling in the snow. Some of these fans will come from points a hundred miles or more distant to enjoy the



Showing the General Outline of the Distance Course on the East Slope of Slide Mountain, in Western Nevada.

better courses which are to be found on the Nevada side of the mountains.

Ski lanes and trails are found in all parts of the State. Many fans ride the glistening white trails on the snow-covered slopes near Las Vegas, Ely, Elko, Reno, Winnemucca, and Carson City. While western Nevada has taken the lead in this type of winter recreation, the eastern and southern sections are closely following the pace.

In the Mount Rose and Slide Mountain area, near Reno and Carson City, much development for the comfort and convenience of skiers has taken place. This general region is now commonly referred to as the "Tahoe Alps." Here one finds ski lanes, jumping courses, practice courses, more difficult hills, cross country ski trails, lodges for food and overnight shelter, mechanical lifts, and ample parking facilities. This location has recently been selected by several winter sports groups for annual ski tournaments, in all classes.

Farther south in the "Tahoe Alps," Spooners Meadows, or White Hills, and Snow Valley, near Carson City, afford excellent snow facilities for skiing and tobogganing. Because of the very favorable conditions existing in this whole section, it is one of the finest in the West and promises to become an outstanding snow sports rendezvous in the entire Nation.

In the Charleston Park area, about 35 miles northwest from Las Vegas, Clark County, winter sports likewise have captured the fancy of the local citizens as well as hundreds coming from Hollywood and from the Los Angeles area. Many motor caravans come from the two California cities to spend week-ends, enjoying the varied winter sports found in this beautiful winter wonderland. An excellent highway goes right up to this playground. The slopes of Kyle and Lee canyons in this winter wonderland are covered with deep snows from December to May. The smooth, gently varying slopes and the open pine forests present an unusual combination of winter features. The deep snow completely covers the low undergrowth and is broken only by the clean boles of the larger trees.

Practice lanes, ski runs, and jumping hills are now developed in these canyons. Roads are kept open all winter long, and lodge accommodations in Kyle Canyon are available. Beyond the end of the road in either of the canyons, trails lead to the high summit of Charleston Peak, 11,910 feet above sea level. A singular feature of the Charleston Park playground lies in the fact that one may spend the day in the snowfields of the park, partaking of the winter sports, and then be back in the mild, springlike weather at Las Vegas in less than an hour.

A winter sports area on Ward Mountain, seven miles from Ely, in White Pine County, is in fine condition now. This area affords suitable grounds for all types of winter sports. Two good jumping hills are located near the lift, which has been installed there, while the main hill affords room for practice, slalom, and down hill racing. A road has been constructed to the ski grounds, and a 50-car parking area has been cleared.

In the majestic Ruby Mountains in Elko County, skiing conditions are most favorable, and local groups have interested themselves to develop appropriate sites for ski lanes, jumping

Dodie Post, an Expert Woman Skier of Reno, Was Captain of the American Woman's Team at St. Moritz, This Year.

Picturesque Surroundings Add to the Desirability of Nevada Winter Sports Areas, Particularly at the Mount Rose Course.

Calling for Real Skill, Complete Mental and Body Coordination, This Expert Nevada Jumper Is "On His Way Down."

Groups of Winter Sports Fans Enjoying the View from the Porch of the Sky Tavern in the Mount Rose Area.

Powerful Modern Snow Removal Equipment Is Thrown Into the Battle by the Nevada Department of Highways to Keep the Roads Open.

hills, and race courses. It is also expected that a lift will be available within a short time. Other ski courses, of an informal but acceptable type are found adjacent to the city of Elko, where this sport has gained a solid footing. Wells, a neighboring town, along U S 40 and U S 93, has also been smitten with the winter sports fever, and in that section the folks are preparing a fine skiing center.

Reno is the central point for the wonderful ski country ranging along the sheltered eastern slopes of the high Sierras.

Ski areas on the eastern slopes of the Sierra Nevada range are sheltered from wind and offer excellent corn and powder snow most of the season. Studies of these slopes reveal a high percentage of ideal conditions, continuing most years well into the month of May.

These eastern slopes are readily accessible from Reno on paved highways. They have been cleared and improved until a visiting skier has a wide choice of exciting runs. Skiing on these long eastern slopes, you enjoy the bright sun of the Nevada deserts stretching to the east—dry desert air, so clear you can see miles of mountain ranges, desert, valleys, and lakes.

A few of the annual events on this ski terrain so close to Reno include the University of Nevada Intercollegiate Winter Sports Carnival, the Silver Dollar Derby, with its official down mountain and slalom championships, and the historic Snowshoe Thompson Memorial Cross Country Race, preceded by the Reno Winter Jamboree.

Facilities found in Western Nevada include the following:

MOUNT ROSE BOWL. Twenty miles south of Reno on Mount Rose highway. Many wide open, sheltered slopes, one-half to three miles long, dropping 600 to 2,200 feet. Constam lift, 1,800 feet long, rising 650 feet. Two rope tows 600 and 1,200 feet long. Warming hut. There is also a hotel and dormitory available. Boots and skis can be rented. Ski jump. Special 1,200 foot tow with special rate for children through high school age. Special events include Silver Dollar Derby. Free electric tow to lunch room.

CHRISTMAS TREE LODGE. Nineteen miles south of Reno, on Mount Rose Highway, serving Galena Creek public park, which has a one and one-half mile run and other facilities.

MOUNT ROSE LODGE. Two miles from Mount Rose Bowl.

SPOONERS SUMMIT-WHITE HILLS. U S Highway 50, Lake Tahoe, 12 miles west of Carson City, has six ski runs from 2,100 feet to one and one-half miles, with drops up to 800 feet long, rising 100 feet. Warming hut. Ski school available. Boots and skis rented. New large ski jump. Special events include Snowshoe Thompson Cross Country Memorial Race and others.

PHOTOGRAPH CREDITS

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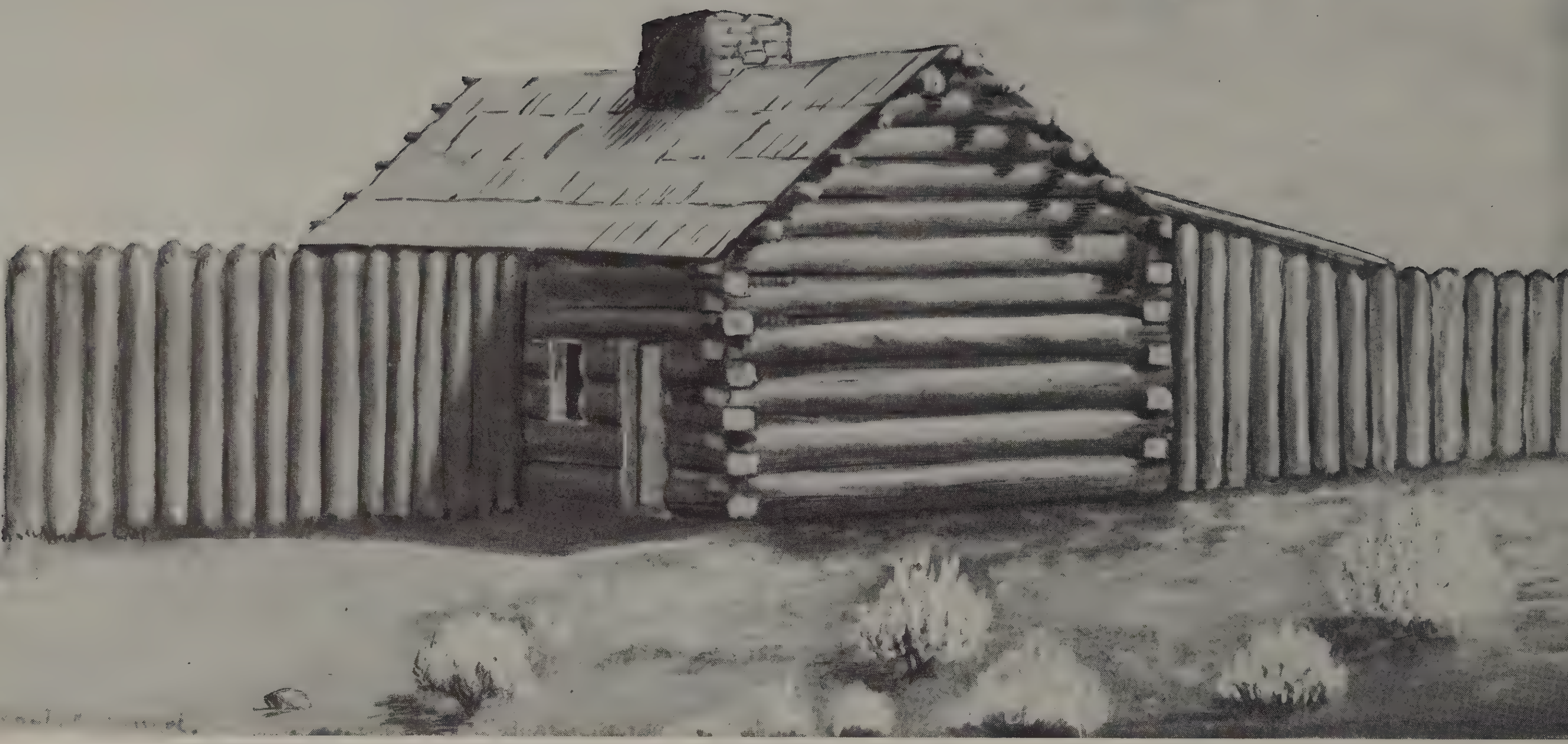


A Likeness of the Original Genoa Fort and Stockade in Western Nevada, as Reproduced from an Old Photograph.

Genoa's Historic Fort and Stockade Has Been Restored

CITIZENS of Genoa, the first permanent settlement in Nevada, as well as all of the Carson Valley folks, the immediate neighbors, and the State of Nevada, are now happy to say that Nevada's first fort and stockade building has been restored to its original likeness, and extend a cordial invitation to all historically minded people, from whatever part of the Nation they may come, to visit this cherished landmark. The citizens of Douglas County are especially proud because they have reconstructed, as closely as available historical documents indicate, a building which held a high place of significance in the early days of the State's development and which, for a time, seemed destined to become a lost page in the book of Nevada's colorful history.

It may be appropriate here to refer to the fact that this year is the centennial of the first discovery of gold near Sutter's Mill, at Coloma, California, and that the small, peaceful, settlement on the eastern flank of the Sierra Nevada mountains which bears the name of Genoa, Nevada, played a prominent role in the unfolding drama of the times when the gold fever captured the fancy of the world. Subsequent events of that discovery brought hordes of human beings into western United States. They came from all places and from all directions, but a great many of them came across country from the eastern seaboard and in the course of their trek, stopped at Genoa. This discovery of the precious metal caused one of the greatest waves of migration the world has ever witnessed.

This year a century has passed since that memorable occasion, and it is being lavishly celebrated in our neighbor State. Genoa, which had so much to do with the writing of western history at the old fort and stockade, will be ready to entertain any tourists or visitors who pass through, or who wish to travel over the historical old routes which led to the California gold fields in those days. More specifically, Genoa is located on the western fringe of the fertile Carson Valley, 15 miles southwest of Carson City, the State capital, and just three and one-half miles off highway U S 395. A paved road leads directly to the village and the restored buildings.

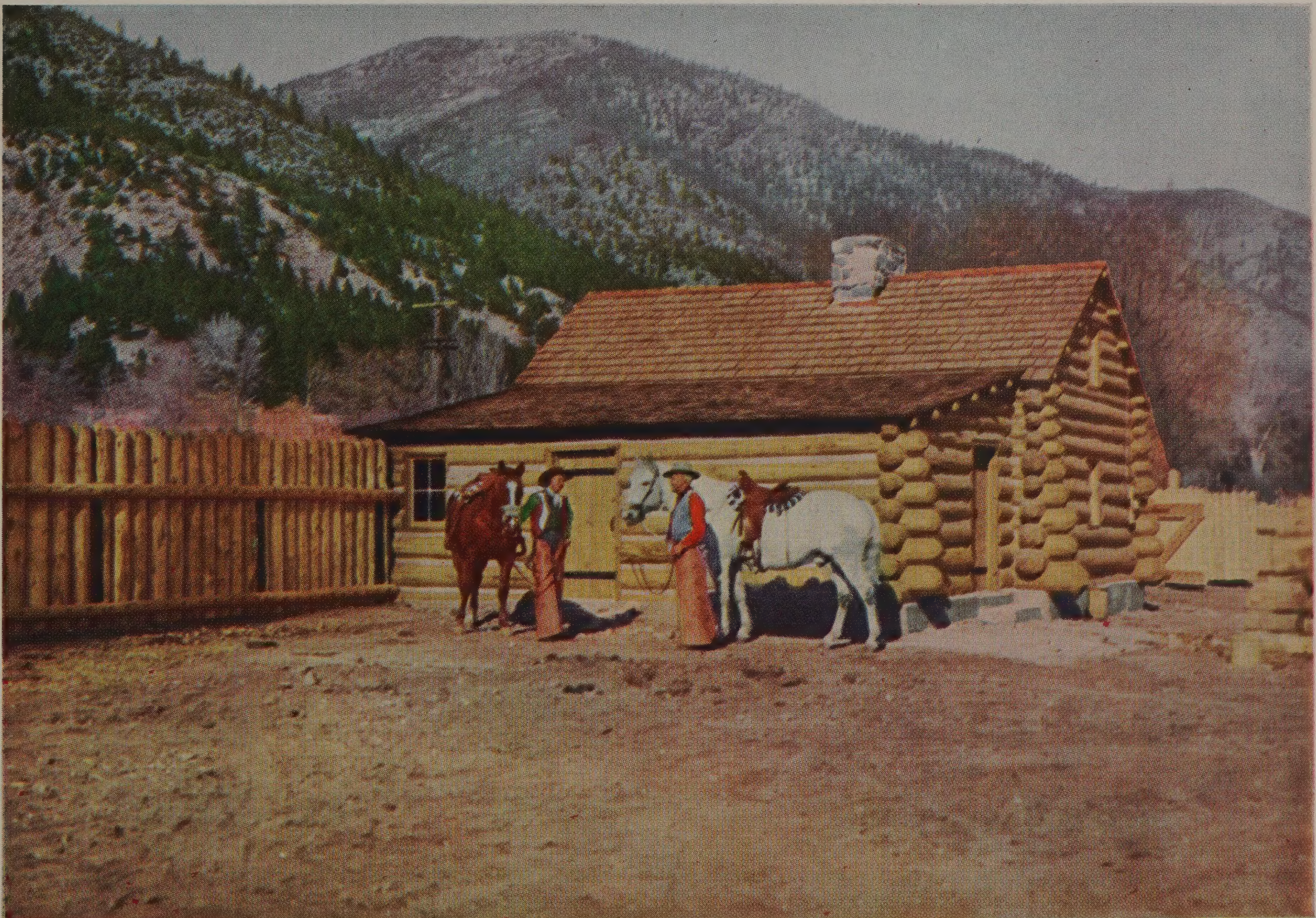
Genoa played a more prominent part in the march of events of the pioneer days than at first glance would be suspected.

During the hectic days following the gold discovery in California, Genoa was an important station along a well traveled route to this new Eldorado. Furthermore, its present size—a generous estimate of its population would approximate probably 150 persons—would belie the fact that it had such an important bearing on this great human migration which took place during the early 1850's. Its geographical location, at the eastern flank of the magnificent, but formidable wall of mountains called the High Sierras, had much to do with its position on the honor roll of the pioneer days.

It was in April of 1849 that a party of eighty left Salt Lake City in their covered wagons to make the perilous trip across the salt flats of western Utah, and valleys and mountain ranges of eastern Nevada, bound for the newly discovered gold country. This party stopped at the site which later became Genoa and some of the party decided to tarry for a while. One of this group, H. S. Beatie, constructed a small log cabin nearby. This was located some distance from the site of the fort and stockade, which later formed the nucleus of Genoa. Nothing remains of this cabin at the present day.

On June 1, 1851, a little more than two years later, Colonel John Reese, Stephen Kinsey, and seventeen other men, emigrants from the East, arrived at Genoa site with ten wagons loaded with supplies. Reese presently constructed his own log building which served as a trading post, lodging house, and subsequently as a station for the Pony Express. It is this fort and stockade which has now been restored as a cherished historical marker in the State of Nevada. Reese purchased the original Beatie cabin, apparently unoccupied, from a man who pretended to own it. Colonel Reese, speaking of his ventures at Genoa, in a letter which was published by the Nevada Historical Society some years ago, is quoted in part as follows:

"The first thing I done when I got there was to get a ranch just where I thought was the best place and I built a house and it was called the 'Mormon Station.' It was a kind of hotel and store. I had a store in it and also a dining room. It was built of logs two story high. It was not of hewed logs. I afterward hewed them when it was built. It was divided into rooms. There was a kitchen, dining room, and storeroom, and then upstairs two large rooms. I had some 17 men with me and all in my employ. A good many of them worked for me quite a while in chopping timber and building log houses etc. I paid them about $75 a month and they worked well. We got pine there that would make good shingles. That year I fenced a field of some 30 acres and plowed it up ready for the next year. I put in wheat, barley, corn, and watermelons in one side and mixed things all around. The news came that 1852 was going to be a big emigration year, and I got in a quantity of turnips and I never saw such things to make money on. I could get $1 for a bunch of turnips which only cost 10 cents here, and I sold everything right out. I raised watermelons first, right amongst the corn. The soil is very much like that of this valley— a little of the sandy loam in some places, and some places there is a kind of yellow clay."



View of Genoa Fort and Stockade as it Has Been Restored to Its Original Likeness by Historic Minded Nevada Citizens.

One reason why Colonel Reese chose that location was that "those who come through this way refurnished themselves here. * * * I was the first of all to have a good crop in 1852 of most everything—turnips, fruit, and watermelons. In 1854 I built a saw mill and grist mill at Genoa. Genoa was named by Elder Orson Hyde (a Mormon Bishop), after the name of the birthplace of Columbus. It was left to Orson Hyde to name the place by general consent because he was the head of the party."

For some years afterwards this post at Genoa conducted a thriving trade with the increasing tide of emigration, and the passing caravans. Improvements were made as time passed and the town increased, somewhat, in size. Genoa soon became widely known as a favorable stopping place for replenishing supplies and rest before the travelers continued their journey across the rough portions of the mountains toward Placerville and Sacramento.

Beyond Genoa the course lay over rugged mountains, and for the purpose of serving travel taking the route, the Kingsbury Grade was constructed and used as a travel way. This road extended from the floor of the Carson Valley to the shores of Lake Tahoe, and climbed nearly 2,000 feet in about twelve miles of length, over a tortuous course. That old Kingsbury Grade which served the pioneers so well in the old days, is still in use, and is one of the most scenic drives in this part of the Nation. The present roadway, through the picturesque Kingsbury Canyon, is the only stretch of highway in the Nation which actually follows the identical route of the old Pony Express.

Genoa at one time boasted a population of 1,500, but it never did grow to be a big city. Not much for size, the town made up for this in its business standing.

It was to that old fort and stockade which the almost legendary "Snowshoe" Thompson, headed when he started from Placerville "over the hill" in California, carrying mail and medicine through the deep snow drifts of winter in the early days.

It was in Genoa, too, that Nevada's first newspaper, the *Territorial Enterprise* was printed. Later it became world famous when Mark Twain was on its staff as a reporter.

It was in the Genoa log cabin and stockade that the first attempt at territorial government for Nevada was started in 1859, culminating in a convention held in July of that year. The convention lasted nine days. After citing the many "evils" the assembly went on record as asking dissolution of all political relations with Utah and disowned the territorial government which was under Mormon control.

When the old log cabin and stockade at Genoa was destroyed in 1910, it effaced one of Nevada's most cherished historical buildings. Between 1910 and 1946 very little was actually achieved for its restoration so that present citizens and posterity could appreciate the historical associations carried by the first permanent structure in the State. Many groups were active in making efforts to restore the building, but it was not until the matter was brought before the State Legislature by Assemblyman George Hussman that definite steps were taken toward this worthy objective.

The State Legislature, through the efforts of Assemblyman Hussman, supplemented by Senator William Dressler, of Douglas County, appropriated, eventually, $7,500 which was to be applied for the fort and stockade restoration. The work of rehabilitating the structure was assigned to the State Planning Board and a local committee designated as the Genoa Fort and Stockade Monument Committee.

Stones for the Fireplace in the Genoa Fort and Stockade, Were Gathered Together and Brought Down from the Hillsides by Genoa School Children in their Little Red Wagons.

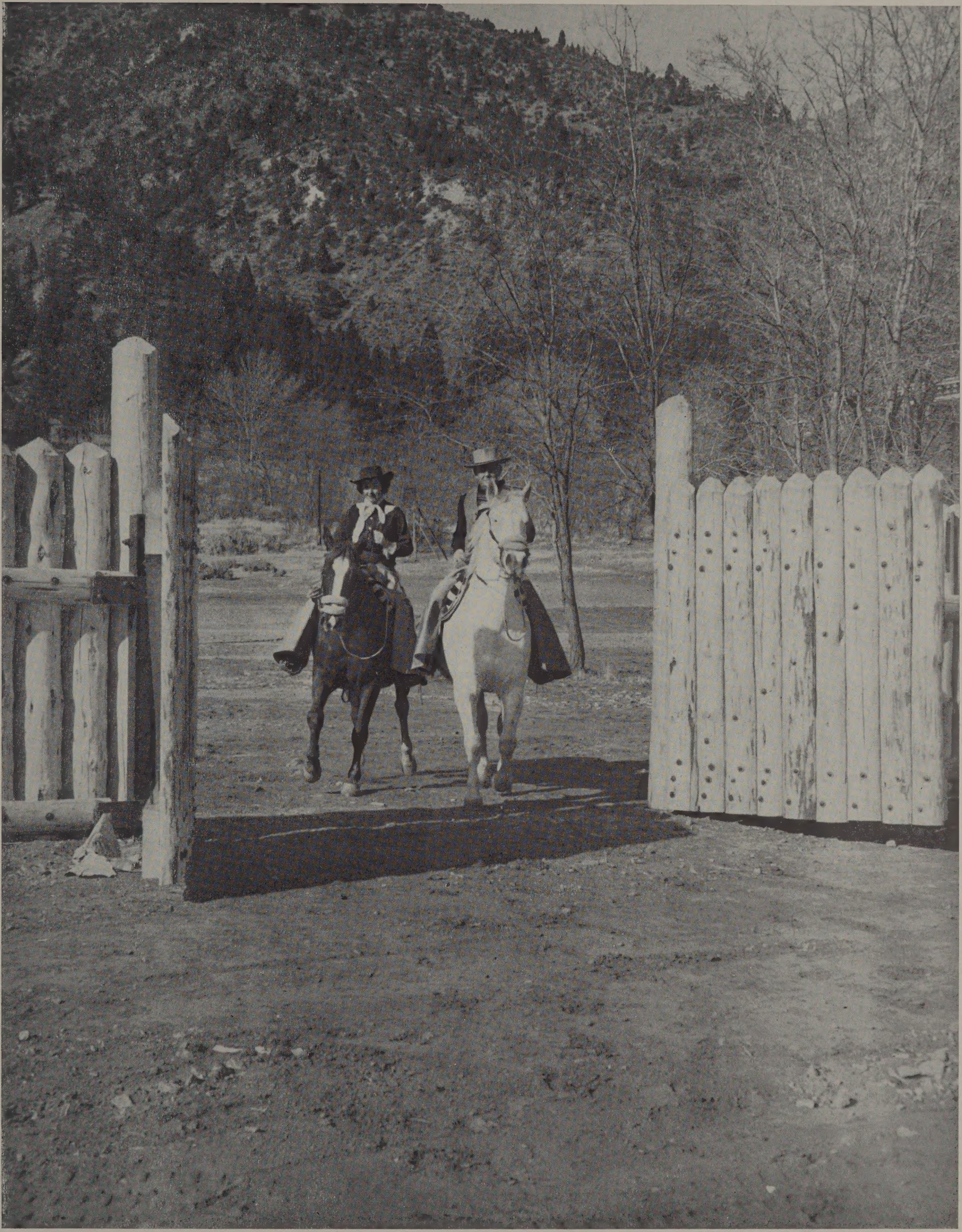
Work on the restoration project was started last July, and was completed late in 1947. The restored building, fence and accessories are placed under the jurisdiction of the State Park Commission and the Board of County Commissioners of Douglas County for control and maintenance.

Logs fitting the dimensions, as closely as possible, of those used in the original building were cut in the High Sierras and these logs were hauled to the site of the original structure. Modern touches were added to the building by installation of sanitary features and electric lights. Otherwise the present building is a replica of the old Fort.

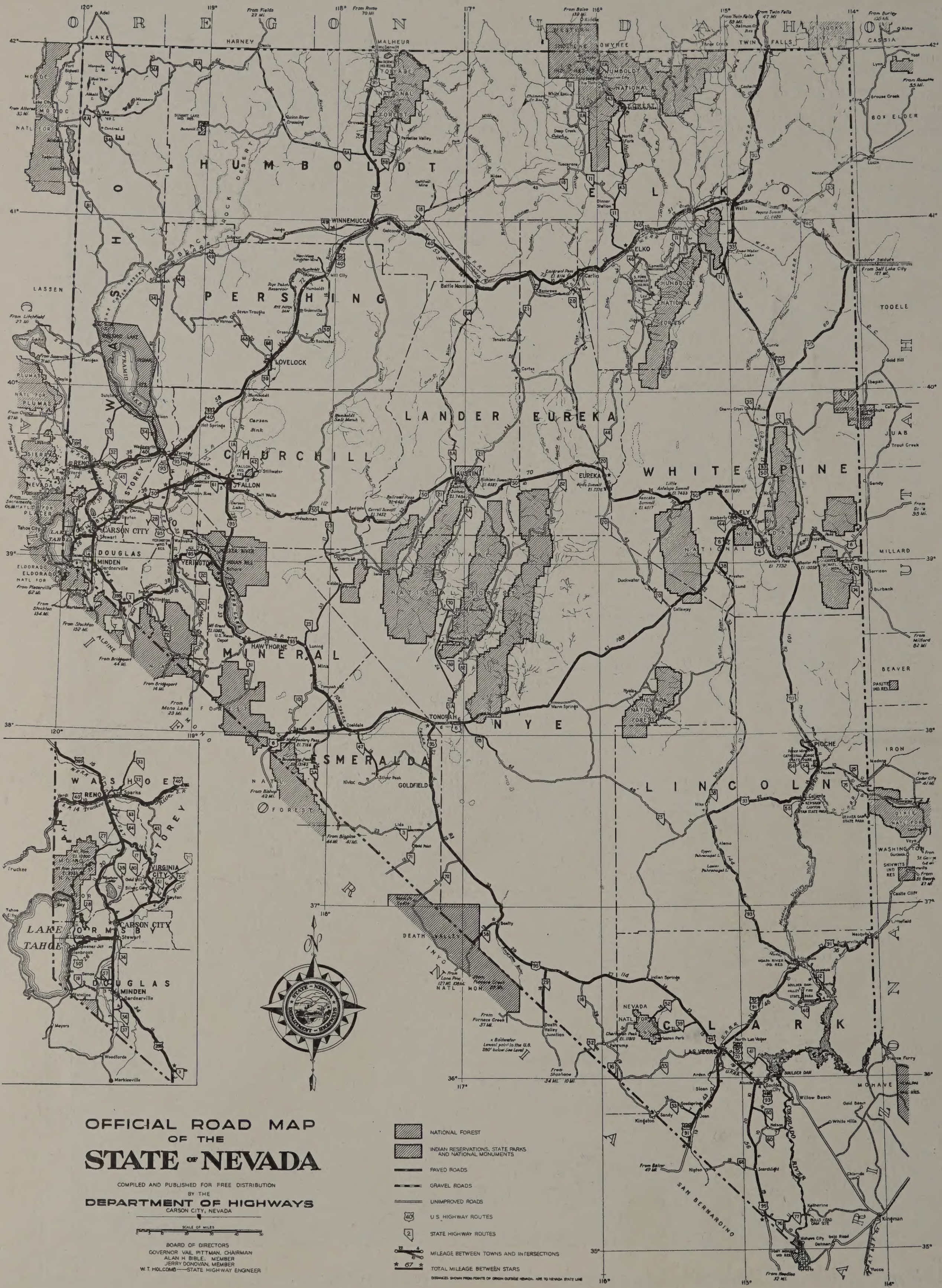
Inside the cabin with its stone fireplace — school children in Genoa gathered some of the stones from the surrounding area used in that fireplace and transported them to the site in little play wagons—will be a museum in which authentic firearms, saddles, beds, furniture, and utensils of the pioneer days will be preserved. There also will be relics of the Pony Express on display in the building.

Members of the Nevada Planning Board having charge of the project included, Governor Vail M. Pittman of Nevada; W. T. Holcomb, Chairman; J. H. Buehler, Vice Chairman; Jay A. Carpenter, A. J. Caton, Ray L. Jefferson, A. C. Grant, Mel Lundberg, John W. Scott, Alfred Merritt Smith, F. M. Young, as members, and A. M. Mackenzie, Secretary. Jack Cooney of Carson City was inspector on the restoration work.

Members of the Genoa Fort and Stockade Monument Committee in Douglas County included Mrs. Margaret M. Gossi, Genoa; J. R. Ellis, Minden; L. G. Frakes, Minden; E. W. Graunke, Minden, Secretary; Fred C. Horlacher, Reno, and G. E. Norris, County Commissioner of Gardnerville.



A Couple of Western Costumed Riders entering the Gate at Genoa Fort and Stockade, Now Preserved as an Historic Nevada Shrine.



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